BY HOWARD S. FISK.

This engineer, upon his return to Indianapolis, was greatly impressed with the function the motor car played in the war. He recites how on the eve of the metropolitan police force in the District, it will enable the District officials to make such changes in personnel as are deemed necessary. At the present time the men are independent, in a way, of the regular police force and in reality are employes of the various railway companies. Under the provisions of the bill the major and superintendent of police will have supervision of the men and use his discretion when it comes to placing men on duty at the the event of the passage of the

and once organized the men can be drilled and instructed in the handling of traffic and become proficient in the

crilled and instructed in the handling of traffic and become proficient in the art. Until that time arrives it will be a difficult matter to standardize the handling of traffic and movement of rehicles in the busy centers.

The crossing men have indorsed the soil and are anxious that it become a aw at the present session of Congress Major Raymond Pullman, superintendent of police, is also desirous if its passage, inasmuch as it will give him an opportunity to rearrange the raffic men and give the public full senefits of a regularly organized traffic squad similar to those in operation in other cities.

Under the new act it is provided that the men shall be entitled to all if the rights, benefits, privileges and munities now possessed by the members of the metropolitan police force. These special policemen, as they are ermed, are to be subject to the same ules and regulations and to the same ules and regulations and to the same ules and regulations and to the same lascipline as other members of the police force, it being the intent of the bill that they shall be placed on the ame footing so far as period of service and classification are concerned. In determining the classes to which he policemen may be assigned, they are served in their present positions, is same as the present members of the rore. One of the important fealers of the bill is the authority given he superintendent of police, in his retion, to substitute other members in force for special policemen at the street railway crossings and interactions. During the periods of substitute other members of the force for special policemen are to errorm whatever service may be assigned to them by the superintendent. whatever service may be as-them by the superintendent. formation of a regular "traf-" the National Capital would

the squad" the National Capital would hen he in line with similar bodies in other cities, whose entire time would be consumed in the directing of traffic and the preventing of accidents in the busy sections of the city.

Another feature, which might follow later, is the organization of a "traffic bureau," where all matters pertaining to traffic, such as accidents, complaints, suggestions, etc., could be handled. Bureaus of this character have been organized in many of the large cities and have been successful. An officer is placed in command of the

Thomas Taggart, recently appointed United States senator from Indiana, is now enjoying his new eight-cylinder,

Purchases Chandler Car.

Receives Cole Car.

seven-passenger type is Dr. Walter D.

Would Organize Auto Clubs. When the war broke out in Europe a

member of the engineering staff of a prominent automobile company of Indimapolis was in Paris, the guest of phase of this engineer's experiencesthat is, aside from the object of his visit—George M. Dickson, general man-

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1916 Maxwell, "The Wonder Car," \$655.00 f. o. b. Detroit. H. B. Leary, Jr., Distributer, 1321-23 14th St. N.W.

ager of the National factories, said w days ago:
"This engineer, upon his return to

## DEMAND OF OTTOMANS FOR LOW-PRICED CARS

Consul General at Constantinople Reports at Length on Market for Autos in Turkey.

Consul General G. Bie Ravndal at constantinople in a report on the automen and use his discretion when it comes to placing men on duty at the crossings in the downtown section of the crossings in the downtown section of the crossings in the downtown section of the gray after the start of the European war was the big orders for moticity.

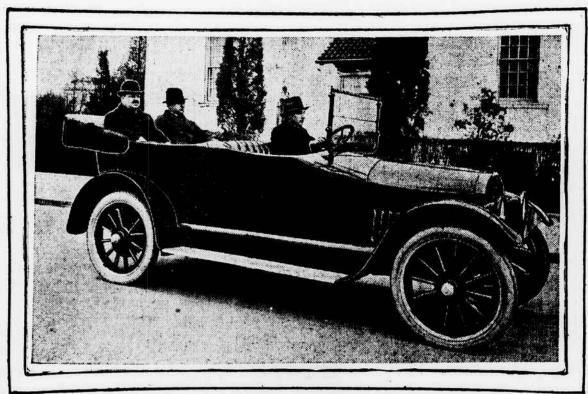
By giving this authority to the superintendent of police it will enable them—and have them—quick. They him to erganize a regular traffic squad, him to erganize a regular traffic squad.

make their cars cross-country vehicles also confront the automobile man in Turkey. Both the United States and Turkey possess deposits of mineral oil, which are a great incentive to motoring. America was the first country to turn out medium and low-priced cars on a large scale; and although the causes underlying this tendency are totally different from the reasons why the Turkish market demands a low-priced car, in practice the results are identical.

By reason of their huge output and By reason of their huge output and the resulting low prices American fac-tories are in position to become Tur-key's chief automobile suppliers when conditions again permit the waging of an active trade campaign.

Kissel-Kar Sales.

### NEW MODEL EIGHT-CYLINDER CAR APPEARS IN CAPITAL.



Hadley and H. C. Bradfield, representatives of the King Motor Car Company. Some of the features of the new car include crowned fenders; unit power plant; staggard cylinders; cantilever springs; electrical lighting and starting systems; auxiliary seats folded in back of front seats; thermo syphon cooling system; sixty horsepower; floating rear axle and 120-inch wheel base.

seating rear axle and 120-inch value in the purple of the contral states of the unitions.

Seating rear axle and 120-inch value in the purple of the unitions.

"Fortunately for us, the United States produces a big percentage of the world's automobiles. If the motor car resources of the country were organ:

Seating rear axle and 120-inch value in the united States produces a big percentage of the world's automobiles. If the motor car resources of the world's automobiles. If the motor car resources of the world's automobiles. If the motor car resources of the world's automobiles. If the motor car resources of the world's automobiles. If the motor car resources of the world's automobiles. If the motor car resources of the world's automobiles. If the motor car resources of the world's automobiles. If the motor car resources of the world was at a worl

FOR THE MOTORIST.

Oil silk hoods large enough to slip on rived from Indianapolis a few days ago. several shapes and in colors to match the raincoats. One shape has a draw string that draws a close oval about The latest purchaser of a 1916 Chand- the face and another string draws the ler six-cylinder touring car of the hood close in around the neck. Another model snap catches into place and has long tab ends that go around the neck and catch at the back. The same styles of hood in silk or pongee, with mica face shields, may be worn for dusty trips to keep the hair and hat clean.

Included in the smart luggage for dimapolis was in Paris, the guest of the Peugeot factories. Concerning a phase of this engineer's experiences. black, steel-bound and trimmed, are fitted with compartment trays and are lined with Alice blue, watered, mer-cerized linen. Hat boxes come to match and are roomy enough to carry two medium sized hats or three small ones.

Cleverly arranged and very handy for Cleverly arranged and very handy for the tourist is a small, flat pecket case of leather which has on one side a place for hairpins, a net envelope, folding comb and a pair of scissors. Opposite are pins of all varieties, a reel of black thread and one of white, needles, nail flie, a piece of black court plaster and a little silver case of glove buttons. The case many shut like a closer. tons. The case snaps shut like a clgar

Bronze tweed is the material used in a full skirted raglan coat for automobile use. It has at the back two inverted box pleats that are caught at the waist line by silk embroidered crows' feet. The fronts are side pleated, with the pleats caught yoke fashion with small embroidered crows' feet, while from the under arm seams there is a velvet sash that knots once across the front and falls to the bottom of the coat, where the ends are finished with a heavy silk fringe. The cuffs and collar are also of bronze velvet.

Luncheon cases to hang on the rail are made of enameled duck, and are shaped a little like a Gladstone bag. The sandwich box is in the center, with the flat fittings in the opposite cover

tan suede cape is very full and A new tan suede cape is very full and falls to the hip line. A six-inch band of black leather finishes it at the bottom and forms the high chin-chin coliar, while the arm slits are faced back with the leather. The cape is lined with tan silk. The hat worn with the cape has a sugar loaf of tan suede, with a black leather brim. At the left side there is a fancy made of black leather leaves.

Heavy net veils with octagonal meshes are shown with wide chiffon hems. They have a certain style of their own and keep one's hair from blowing, but they are not much of a protection from dust and, of course, are not washable.

Loosely woven Shetland vestees are very good for wear under the new spring capes while the weather is still sharp. The white ones or those in delicate shades are best, for they wash very well. The vestees are less bulky than the sweaters and are tied at the walst line.

Outing suits of striped awning linen, worn a good deal last season, are again in evidence. They are being worn in the south with hats and parasols to match, and over them are worn the loose flannel topcoats with knitted silk sashes and smoked pearl buttons.

English wicker baskets are very scare for luncheon use, owing to war conditions.

RACES ON PIKES PEAK.

Automobile Contests to Be Staged 14,109 Feet Above Sea Level.

the snow-clad summit of Pikes Peak, gram of public improvements. Streets 14,109 feet above the sea, August 11 were widened, paved and extended, and 12. Chairman Kennerdell of the contest board of the American Automocontracts for the building of public highways. With better driving possibilities better cars were imported, and today the most up-to-date type of motor vehicles can be seen on the streets of Constantinople. Still, their number is insignificant compared with what it certainly will be in the near full were contracted and content of the same conte

One of the most spectacular automo-

Domestic and Social Side of **Question Cited by American** Highway Association.

FAIR SEX CAN GIVE AID IN OBTAINING LEGISLATION

Better Routes for Vehicular Traffic Held One of Most Important Needs of Country Folk.

ican Highway Association. For this reason the association is enlisting the active support of the women and children whe dwell in the country district especially in spreading the gospel of good roads. They know, it is said, easier ways to market, a thousand better than any others what bad roads centers of social activities where mean to themselves and their respecand hopeless is life in the country with the present means of communication between themselves and al-

Human Side of the Problem.

"This is the commercial side of the problem. It has been fully discussed in all its bearings by eminent men who know how to mix cement, how to 'negotiate' hills, what to do with forbidding swamps, and exactly what traffic this, that or the other type of road would bear, and there is nothing more important; but this article is intended to deal with human and not the technical side of the road problem, with the hope that the women who live in the country districts may be persuaded to make their influence felt with the men who control in the political affairs of the land, and who have made a mess of it if the highways are to be regarded as proof of their fitness to rule. It must not be understood, however, that there is any politics of the partisan sort in the good roads business—that has, in fact, been the curse of the system, so far as there has been any system; the wish now is to make the work so broad that it will take in the interests and welfare of the women who live in the country and whose happiness depends in the most intimate way upon the improvement of the highways.

"It was largely with this object in view that Dr. T. N. Carver of Harvard that or the other type of road would

onted today the most up-to-date type of motor vehicles can be seen on the streets of Constantinople. Still, their number is insignificant compared with what it certainly will be in the near future.

That motoring in Turkey.

That motoring in Turkey is yet in its in fancy is shown by the absence of effective municipal regulations relative.

The municipal regulations relative and by the lack of skilled chauffeurs. At the lack of skilled chauffeurs. At the stand by the lack of skilled chauffeurs and the large number is being elaborated and the large number is being elaborated and the large number is being elaborated in the military automobile shoot since the beginning of the war will raise the average of effective monors can be seen on the street what the issue of the present war may be form the high and the large number is the lack of skilled and the large number is being elaborated in the military automobile shoot since the beginning of the war will raise the average of effective monors chauffeurs to a higher level. Builders anticipated a considerable growth, and the large number is the problems which the early days.

To Represent Scripps-Bosth.

To Represent cilities, or better opportunities for rec

reation without better roads, and what would better farm production profit if there were not better roads to market?

"The subject is so large that it cannot be discussed in a single article, and this gressent writing is intended chiefly to suggest some of the features of the 'she' side of the good roads movement. To make rural life comfortable there must be rural organization. Men will not stay on the farm if the farm is not made attractive. Women will starve for the things that make life worth living—good schools for their children. community centers for recreation, well built houses with sanitary conveniences, well constructed roads passable at all seasons of the year, so that they may freely enjoy the companionship of their neighbors and the rest of the things they lack to make their lot contented. 'As the characteristic eviis of urban life grow out of congestion,' as Dr. Carver expresses it, 'so do the characteristic eviis of urban life grow out of congestion,' as Dr. Carver expresses it, 'so do the characteristic eviis of urban life grow out of congestion,' as Dr. Carver expresses it, 'so do the characteristic eviis of urban life grow out of congestion,' as Dr. Carver expresses it, 'so do the characteristic eviis of urban life grow out of congestion,' as Dr. Carver expresses it, 'so do the characteristic eviis of urban life grow out of congestion,' as Dr. Carver expresses it, 'so do the characteristic eviis of urban life grow out of congestion,' as Dr. Carver expresses it, 'so do the characteristic eviis of urban life grow out of congestion,' as Dr. Carver expresses it, 'so do the characteristic eviis of urban life grow out of congestion,' as Dr. Carver expresses it, 'so do the characteristic eviis of urban life grow out of congestion,' as Dr. Carver expresses it, 'so do the characteristic eviis of urban life grow out of congestion,' as Dr. Carver expresses it, 'so do the characteristic eviis of urban life grow out of congestion,' as Dr. Carver expresses it, 'so do the characteristic eviis of urban life g

better, generally speaking, than the country schools; because the sanitary conditions, which are necessary to nealth, are better in the towns than in

health, are better in the towns than in the country; because the opportunities for recreation are better in the towns than in the country, because the conveniences to lighten the burdens of housekeeping are provided in the towns and not in the country.

"All the conditions of rural life can be immensely improved by the organization of rural communities in their own interest, and the first step toward the improvement of these conditions is the building of good roads. Good roads mean better schools, better neighbors, better churches, better houses to live in, closer touch with the outside world, easier ways to market, a thousand new tive communities and how utterly drab hundreds of thousands who have sough

with the present means of communication between themselves and almost their next-door neighbors, and themselves and the social and business centers with which they are supposed to be, or ought to be, in intimate touch.

"The theorists and philosophers," said an official of the association the other day, "are always talking about the delights of country life and raling against the drift from the farms to the cities and wondering in a blind sort of way why it is that the men would not prefer the independence of what they call 'God's out-of-doors,' the quiet and peace remote from the fret and confusion and the artificialities and dehumanizing influences of the induences of the country, far from human associations, without many or any of the influences of the country, far from human associations, without many or any of the influences of civilization; shut in or shut out from the world throbbing with life and incitement to other effort than that merely of digging a living out of the earth.

"Walking in the garden in the cool of the day' is a beautifully poetic idea, but it dld not turn out very much to the advantage of the human race, as the records show. But what about the next day and the next, and what about the roads that lead from the gardens or the fields to the market places, where men are paid more or less for the products they have made in the sweat of their faces? And the toffsome ways through mud and morass and over impossible hills they must attempt if they would receive for all their labor even a small recompense!

Human Side of the Problem.

The bureau of standards, Department of Commerce, has completed a study of the various methods of testing automobile tire fabric as employed by the cotton mills and the tire mills, and the results of the several investigations have just been announced.

This work was undertaken with the view to standardize the more important methods of tests made upon 1714 -ounce cotton tire fabric. There was found little or no uniformity in the methods of testing employed by the various mills, and this had given rise to confusion in the interpretation of results of tests. To improve this condition the bureau assisted the fabric and tire makers to develop methods of test best suited for these fabrics.

The chief causes of variation in test

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